



**Federal Aviation
Administration**

**Russ Chew 1-800-FAA-NEWS Phone Message
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Hello, this is Russ Chew with this week's update for December 23.

This week we invited the news media to ride on demonstration flights at Reagan National Airport using a new approach procedure built on "Required Navigation Performance" or RNP. RNP uses a plane's advanced onboard navigation capability to fly more precise approaches. The Reagan National RNP approach to Runway one nine, which follows the Potomac River, allows planes to land with lower visibility minimums than the LDA approach, thus improving airport access during marginal weather.

RNP will play an important role in transforming the National Airspace System into a more efficient system. I'd like to thank all of the controllers who handled these demo flights, which were a great success. Also, I'd like to recognize Al Snedaker and Fred Ninger at Potomac Tracon, and Jim Slate and Bob Laser at DCA.

While we're on the subject of improving efficiency, Oakland Oceanic Center began flight trials this week using a new separation standard, allowing approved aircraft to operate closer together over the Pacific. The new 30 by 30 nautical mile separation standard replaces the current standards that range from 50 to 120 nautical miles. Using this new standard, our customers will save fuel, time and money. I know I don't need to tell you how significant this is to our customers. It is the culmination of years of effort to get ATOP up and running to support FANS-equipped aircraft, huge amounts of data collection and analysis, and lots of international collaboration.

My congratulations to those in the FAA and ATO for their hard work in reaching this milestone together: Our folks at Oakland Oceanic, ATO Ops Planning-International, Flight Standards, and Safety.

This week, Salt Lake City TRACON brought more good cheer to the ATO, by achieving a one-year error free milestone. Also, in the past year, they achieved number one status for on time performance. This is an outstanding accomplishment considering the terrain, weather, and the five percent increase in traffic. I'd like to give special thanks to Mike Ralph, Operations Manager, and Brady Allred, NATCA Facility Rep, who have kept a professional, positive and productive environment for all TRACON employees despite the backdrop of contract negotiations.

And there's more good news. Through partnerships with service areas and hard work, Technical Ops completed the deployment of the Backup Emergency Communications System. The system was deployed under budget to all twenty-one ARTCCs and three CENRAPs. It provides the backup networks for air to ground communications between pilots and controllers.

I have addressed only a few of the many examples of teamwork, focus, and commitment to customer service that we in the ATO deliver. Our challenge is to put a transportation system in place that can handle the growing demands in the years ahead. The reality is, with the backdrop of lower unit revenues and very tight budgets; the path we are on is not sustainable. Operating more like a business means managing our costs and becoming more productive, while we simultaneously continue to press forward with our mission of aviation safety.

With employees like Jackson Haynes, I have no doubt we will succeed. Jackson is an Air Traffic System Specialist at the Little Rock Tower. His colleagues say Jackson is always at work regardless of the weather. In fact, he has even picked up coworkers who could not make it to work because of weather. During the last

two major ice events Jack was one of the few who arrived early and stayed late – everyday.

Recently, Jackson was driving to work when he encountered black ice. While trying to avoid another vehicle, he slid into a ditch, and was seriously injured. We know he'll be OK, but please join me in wishing Jackson a full and speedy recovery. His dedication to service is second to none.

Finally, we announced several key ATO executive personnel actions this week. First, Charlie Keegan, Vice President of Operations Planning and Director of the Joint Program Development Office (JPDO) is leaving the FAA in late January to take a position with Raytheon. We will miss Charlie's leadership and vision, and we thank him for his many years of service to the agency and to aviation, including his previous leadership of the FAA's Free Flight Office.

His replacement as Vice President for Operations Planning will be announced in the near future. In the meantime, I am pleased that Bob Pearce of NASA has agreed to become the acting Director of the JPDO until a permanent selection is made. Bob has been Deputy Director for the past couple of years, so his learning curve will be minimal. Prior to becoming involved with the JPDO, Bob was responsible for strategic planning and analysis and requirements for NASA's Aerospace Technology Enterprise. He is a visionary leader who will do an outstanding job of coordinating the six-agency effort to develop an integrated plan for the air transportation system of the future.

We also announced the selection of three Directors of Area Operations for En Route and Oceanic Operations, under the leadership of Vice President Rick Day.

- o John Pipes will head the Eastern Service Area, headquartered in Atlanta;
- o Paul Sheridan, is the new director for the Central Service Area, headquartered in Fort Worth; and

- o Steve Osterdahl, will be responsible for the Western Service Area, with headquarters in Seattle.

Finally, Raul Trevino has been selected as the director of Terminal Safety and Operations Support here in Washington, reporting to Bruce Johnson, our Vice President of Terminal Operations.

That's it for this week. All the best holiday wishes to you and your family – for the holidays and the coming new year. Thanks for listening, and I look forward to talking to you again in 2006.